

Red Light Confirmation Lights and Intersection Enforcement

A simple tool for safer intersections.

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Impact of Red Light Running Nationally

- 106,000 red light running crashes in 2000
- 89,000 injuries
- 1,036 fatalities

Figures from Federal Highway Administration

The Impact of Red Light Running in Florida

- In 2000, 114 motorists were killed and another 13,926 were injured in Florida due to red light running.
- This resulted in an economic loss of approximately \$346 million.

Figures reported from the *Traffic Crash Facts Reports*, Florida Department of Highway Safety and Motor Vehicles

The Impact of Red Light Running in Seminole County

- \$862,212 Estimated Vehicle Damage
- 296 Crashes
- 117 Injuries

Figures represent crashes resulting from “Disregard a Traffic Control Device” for the 12 months of April 1, 2002 thru March 31, 2003 obtained from the SCTE Crash Data Base

The impact of Red Light Running at the intersection of Lake Mary Blvd. @ Lake Emma Road

- \$163,000 estimated vehicle damages
- 60 Total Crashes
- 5 Disregard a Traffic Control Device
- 8 Injuries

Figures represent data from SCTE data base for the 2002 calendar year

Current Judicial Requirements

- Officer must see the color of the light facing the violator.
- Officer must be able to see the stop bar.
- The officer must be able to testify to the violator’s vehicle and its distance from the stop bar at the time of the red signal.

How Did We Get Here From There?

- Initiated by Seminole County Community Traffic Safety Team request.
- Members of the Seminole County CTST visited operating site in Clearwater, Florida to evaluate their effectiveness.
- Clearwater officials reported a reduction of 50.4% in RLR incidents.
- Chief Judge Eriksson provided judicial support on 12/18/02.
- Local agencies selected Pelco SM-0284.
- Lake Mary PD and Seminole County SO provided funding for pilot installation.
- Seminole County TE installed equipment for pilot installation.

Confirmation Lights

- Inexpensive, non intrusive technology (\$100 per light fixture – approx. 8 fixtures per intersection)-no pictures.
- All red light violators will face the same penalty.

Confirmation Lights

- Confirmation light fixture is wired directly into the circuit of the red signal indicator.
- Power to the red signal is the same power to the white confirmation light.
- Confirmation light is lit simultaneously as red signal indication to which it is attached.
- Officers can determine the start of the red signal indication from any direction.

The FDOT will purchase Confirmation Lights for 300 intersections over the next five years and distribute them to local traffic engineers for installation at intersections identified by local law enforcement. There are three conditions that must be met to receive this equipment:

- commitment by law enforcement to place emphasis on enforcement at these locations
- commitment from traffic court judges to uphold this technology as they would observation of the red light itself
- installation costs will be the responsibility of the maintaining agency.

Installation Process

- Joint assessment team of local engineers and law enforcement officials evaluated this requested location.
- Location had documentation of red light violations.
- Location facilitated safe access to the violator and a clear view of the stop bar.

SURVEY RESULTS

This slide depicts a chart detailing the results of a visual survey of red light runners for the intersection of Lake Mary Boulevard and Lake Emma Road. The survey shows that on 11/15/02 12% of the drivers ran the red light, on 11/22/02 24% of the drivers ran the red light and on 12/17/02 23% of the drivers ran the red light at this intersection.

Lake Mary Blvd. @ Lake Emma Road

This slide has a picture of a traffic signal at the intersection of Lake Mary Boulevard and Lake Emma Road with an arrow pointing at the confirmation located above the traffic signal.

Operation Methodology

- Spotter officer sets up to monitor one specific direction of an intersection.
- Ticketing officer(s) set up “downstream” of the intersection.
- Spotter calls out violators to ticketing officer.

- Violator is motorist who passes stop bar after the signal indication has gone to a red signal phase.
- Spotter is limited by the number of ticketing officers.

This slide has a map of the intersection of State Road 436/Red Bug Lake Road/Winter Park Drive and the surrounding roadways. This slide was used to explain to the participants how officers would set up around the intersection for an enforcement operation.

BE CREATIVE

This slide has a picture of an unmarked police vehicle used to observe red light violations during an enforcement operation

This slide has a picture of an undercover spotter officer in an elevated bucket truck which is used to observe red light violations during an enforcement operation.

This slide has a picture of an undercover spotter officer on a bicycle which is used to observe red light violations during an enforcement operation.

BE CONTINUOUSLY ACTIVE

- Red Light Enforcement Operations
- Speed / Aggressive Driving Enforcement Operations
- Zero Tolerance Enforcement Operations
- DUI Enforcement Operations
- Safety and DUI Checkpoints

BE CONSISTENT

- Don't let time lag between operations
- Get the press involved
- Work with other jurisdictions
- Appear for all traffic hearings
- Let public know why heavily enforced
- Let officers know why active enforcement is IMPORTANT

NOT REVENUE

This slide has a cartoon picture of an officer writing a citation and next to it a picture of a stack of money with a circle and cross out line to emphasize that revenue is not the reason for enforcement.

Crime vs. Crash Clock

- **1 Murder every 32* minutes**
- **1 Aggravated assault every 37* seconds**
- **1 Violent crime every 23* seconds**
- **1 Property crime every 3* seconds**
- **1 Traffic fatality every 12* minutes**
- **1 Traffic related injury every 11* seconds**
- **1 Property damage crash every 7* seconds**

This slide was used to compare the crime clock to the crash clock.

This slide depicts a graph comparing homicides to traffic fatalities in the State of Florida. The yearly comparisons are as follows:

1999	856 homicides compared to 2920 traffic fatalities
2000	890 homicides compared to 2999 traffic fatalities
2001	867 homicides compared to 3012 traffic fatalities
2002	906 homicides compared to 3136 traffic fatalities
2003	924 homicides compared to 3169 traffic fatalities

This slide has a photograph of a vehicle before it ran a red light

This slide has a photograph of the previous vehicle after it ran a red light and crashed into two other vehicles

This slide has a photograph of a vehicle before it ran a red light

This slide has a photograph of the previous vehicle after it ran a red light and was struck by another vehicle.

This slide has a photograph of a vehicle with extensive front end damage which was the result of a vehicle crash caused by someone running a red light

This slide has a photograph of a person being transported on a gurney with paramedic due to injuries caused by the previously mentioned crash.

IT'S NOT JUST INTERSECTION SAFETY

IT'S SAFETY FOR THE ENTIRE ROADWAY

***INTERSECTION ENFORCEMENT IS ONLY PART OF
THE EQUATION***

QUESTIONS?

Please Contact Robin Butler
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Or

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